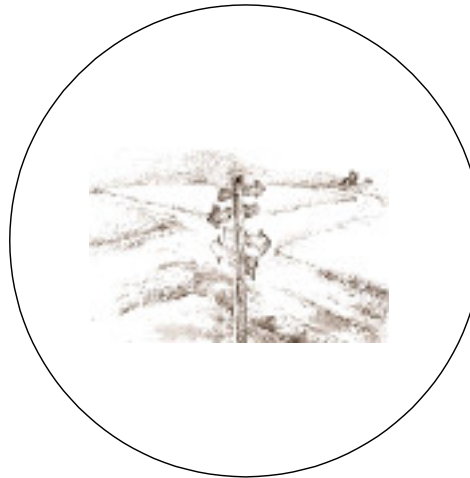

PROCESS:

WETAP will again be funded through a combination of state and federal funding sources. There is a match (minimum 25%) requirement that is detailed in the application materials.

- Request for Proposals (RFP) out by September
- Applications due mid October (required signoffs by DOT District office Regional Planning Commission/Metropolitan Planning Organization (RPC/MPO) and the local Workforce Development Board (WDB)
- Review team scores applications, late October
- DOT/DWD Interagency makes final decisions early November

Wisconsin Departments of
Transportation (DOT) and
Workforce Development (DWD)

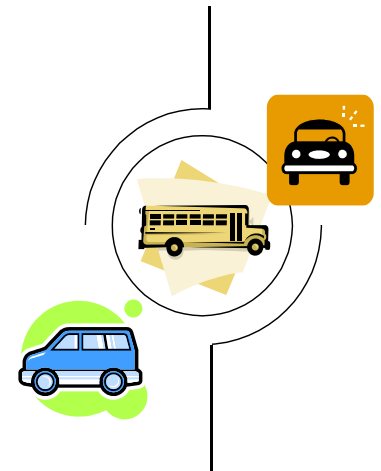


Mobility Coordination—taking the right road.

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WISCONSIN EMPLOYMENT TRANSPORTATION ASSISTANCE PROGRAM (WETAP)

Mobility Coordination/Partnerships



Wisconsin Departments of
Transportation (DOT) and
Workforce Development (DWD)

WETAP INTRODUCTION:

The Wisconsin Departments of Transportation (DOT) and Workforce Development (DWD) are pleased to announce the beginning of the Application process for the 2008 (January 1 to December 31) Wisconsin Employment Transportation Assistance Program (WETAP).

This transportation program integrates state and federal funding sources into one application. The goal of this program is for local areas to work together in a collaborative process to assess the transportation needs for low-income workers and develop options for addressing those needs. For purposes of WETAP funding, low-income is defined as family income that is less than 200% Federal Poverty Level.

Lack of transportation is a significant barrier to getting and keeping jobs for low-income workers. Improving transportation services can improve the economic outcomes among these workers.

The WETAP program encourages long-term solutions by providing the funding for demonstration grants to cover the expenses of the early start-up and development stages of an effective transportation solution.

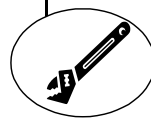
These funds do not replace other funds that are being used for transportation.

Some of the transportation barriers for low-income workers include:

- No vehicle or one that is not dependable
- No bus service to an employment location
- No bus service in the area
- No bus at the time of day or evening needed
- Taxi service not available
- Spatial mismatch -- live in an area where there aren't jobs available. Must travel long distances for employment
- Childcare transportation not workable -- too much time on the bus to take and pick up kids and get to work



Current and past WETAP program solutions include:



- Extended bus routes; hours of operation
- Vanpools to employment
- Vehicle repair program
- Vehicle purchase program
- Taxi program to cover emergency needs when riding van, car pool or bus for return home, pick up sick child or other emergency needs
- Childcare transportation
- Mobility Managers to assist the area with transportation solutions; referrals
- Electronic information to link people to transportation solutions

GOALS:

- Coordination of federal, state and local employment transportation resources
- Help low-income people:
 - Obtain employment
 - Retain employment
 - Advance in employment
- Help employers access workers

COORDINATION AND PARTNERSHIPS

Coordination among transportation providers, planners, and the workforce development community is key.

Multi-county applications are encouraged demonstrating a coordinated, regional effort.

Existing programs will identify continued partnerships, program needs and gap analysis, success of current program and progress toward self-sufficiency.

New projects need identify the partnerships, coordination, needs and gap analysis, and projections for self-sufficiency.

In all instances a detailed budget with funding match will be submitted.

Proposed grant recipients will need to complete applicable Federal Transit Administration (FTA) certifications.